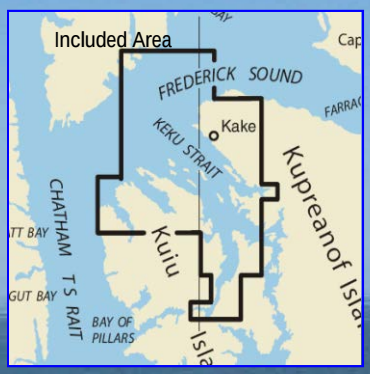
BookletChart™

Keku Strait – Northern Part

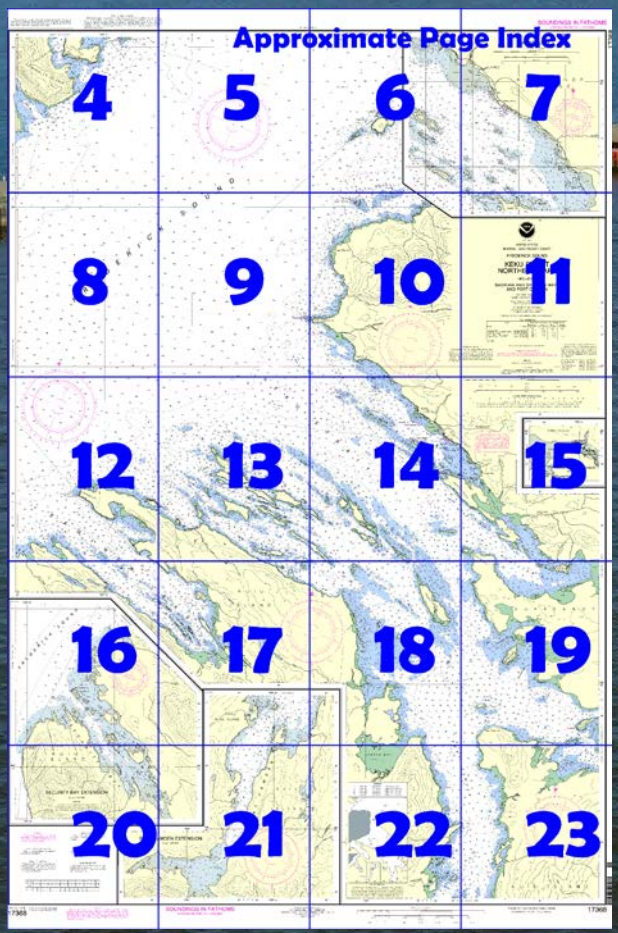
NOAA Chart 17368

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

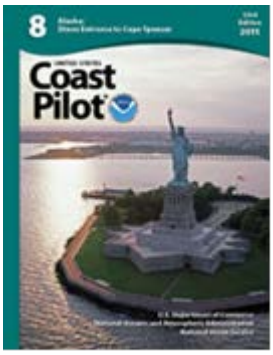
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17368.



(Selected Excerpts from Coast Pilot)
Keku Strait, marked by lights and daybeacons, connects Summer Strait with Frederick Sound and separates Kuiu Island from Kupreanof Island. Aids to navigation are exposed to high currents and are frequently destroyed by ice and debris. The strait consists of three parts: a large bay at the S and N ends, and a narrow, intricate passage, about 18 miles long, known as Rocky Pass, that connects the two bays. The following description covers the S bay and Rocky Pass. The N part is described with Frederick Sound, chapter 8.

The bay forming the S entrance to the strait is very foul, particularly the E and NE shore. Navigation through any part of the bay should be with caution. The entrance to the bay is between Sumner Island and Point Barrie.
In the S bay, anchorage can be had about 300 yards off the E shore, E of Meadow Island. Anchorage can also be had in Threemile Arm, or in the NE part of the bay, NNE of Monte Carlo Island.
Point Barrie forms the E point at the S entrance to Keku Strait. Reefs and shoals extend from 0.5 to 1 mile off the point. **Barrie Island**, 0.9 mile SE of the point, is a wooded island making a good mark for entering Keku Strait from the E. Foul ground extends from the island to the shore.
W and NW of Point Barrie are numerous off-lying rocks, reefs, and islets.
Trouble Island, 2 miles NNW of Point Barrie, is a prominent wooded islet at the outside edge of the foul area. Small craft with local knowledge can follow an irregular passage through this area, but this should not be attempted when the extensive kelp beds are not showing.
Conclusion Island is the large densely wooded island about 4.5 miles WNW of Point Barrie and 3 miles N of Sumner Island; it has several peaks and is generally steep-to.
No Name Bay, about 3 miles W of Conclusion Island, is constricted at its head by several wooded islets. Near the head is anchorage suitable for small craft.
Seclusion Harbor is a small inlet about 3.5 miles NNW of the W end of Conclusion Island. A chain of islands is E of its entrance.
Threemile Arm, N of Seclusion Harbor, makes off to the W at the NW end of the bay. Its entrance is obstructed by rocks. By proceeding with care, vessels can enter passing NE of the islet in the middle of the entrance, and find good protected anchorage in the middle of the arm in 5 to 8 fathoms, soft bottom.
In 1974, a survey revealed a rock awash in the middle of the arm in 56°35'45"N., 133°50'10"W.
Meadow Island is a low, wooded island in the E part of the bay, 4 miles N of Point Barrie. The island is used as a fox farm. Foul ground extends 300 yards S and 0.6 mile N of the island.
From Farragut Bay to Cape Fanshaw, the shore should not be approached closer than 0.5 mile. The coast is bold and heavily wooded.
Point Highland, 4.2 miles SE of Cape Fanshaw, is steep-to and wooded, but is not prominent.
Cape Fanshaw, at the junction of Stephens Passage and Frederick Sound, is a long, low, wooded point terminating in a moderately long point of bedrock, with a mound of bedrock at the extreme end and deep water within 0.2 mile of the point. **Cape Fanshaw Light** (57°11'07"N., 133°34'26"W.), 33 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point of the cape.
Turnabout Island, about 13.5 miles WSW of Cape Fanshaw, is high and wooded. The shores are fairly bold except at the S end. The cove on the NW side of the island has temporary anchorage for small craft. An islet, 0.5 mile SW of Turnabout Island, shows as two rocks about 20 feet high, at high water; but at low water the ledge surrounding the islet shows for about 800 yards SW and on the line of the bare rocks. A clear channel 1.5 miles wide, between these rocks and Pinta Rocks, may be safely used in the daytime and with clear weather. **Turnabout Island Light** (57°07'55"N., 133°59'16"W.), 23 feet above the water, is shown from a spindle with a red and white diamond-shaped daymark on an islet N of Turnabout Island. A 5¾-fathom spot is about 0.7 mile SSW of the light in about 57°07'22.7"N., 133°59'56.9"W.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Aug. 26/06
Corrected through LNM Aug. 22/06

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat 56° 54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Sitka, AK	WXJ-80	162.550 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.226" southward and 6.229" westward to agree with this chart.

CAUTION
Hydrography in the vicinity of Security Bay is based on a reconnaissance survey of 1892. Shoreline, rocks and ledges have been added from aerial photography and Geological Survey sources, but additional uncharted dangers may exist.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

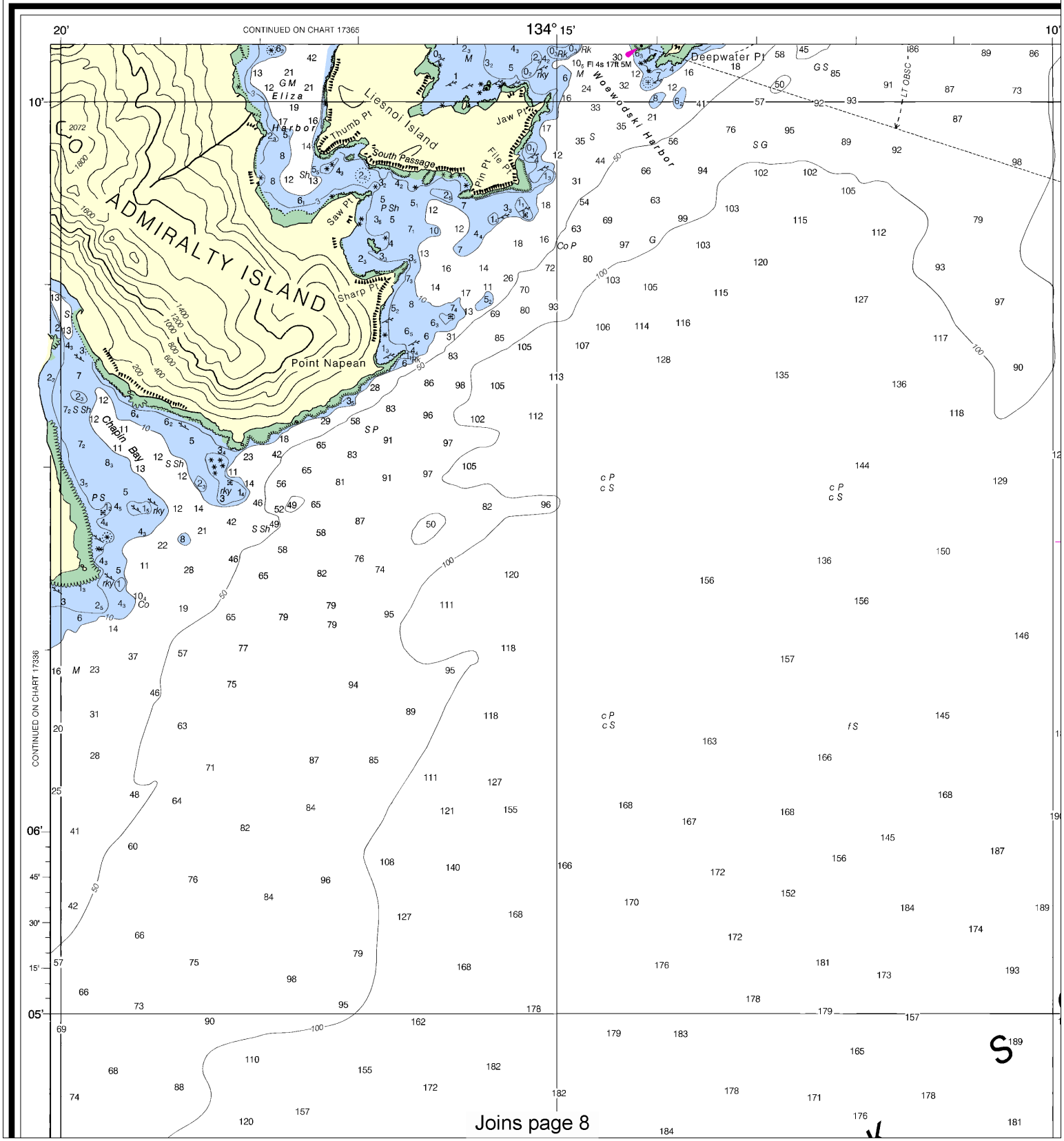
Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Port Camden	(56°44'N/133°55'W)	13.9	13.0	--.-	--.-
Hamilton Bay, Kupreanof Island	(56°55'N/133°50'W)	13.8	12.9	--.-	--.-
Kake, Keku Strait	(56°58'N/133°56'W)	14.0	13.1	1.4	--.-
Eliza Harbor, Liesnoi Island	(57°10'N/134°17'W)	14.3	13.4	1.5	--.-
Saginaw Bay, Kulu Island	(56°54'N/134°18'W)	14.0	13.1	1.5	--.-

(Jun 2006)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.



4

Note: Chart grid lines are aligned with true north.

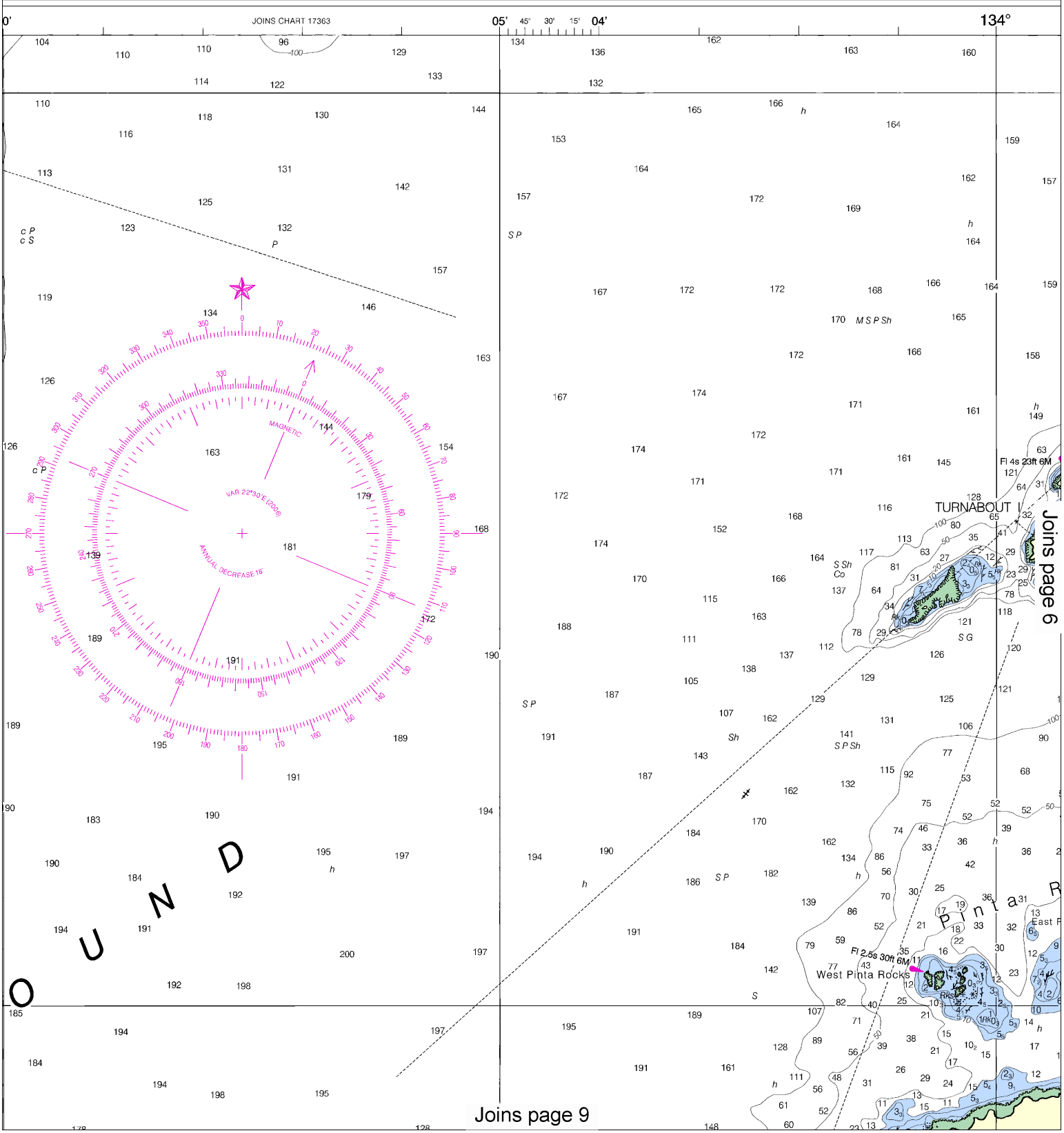
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

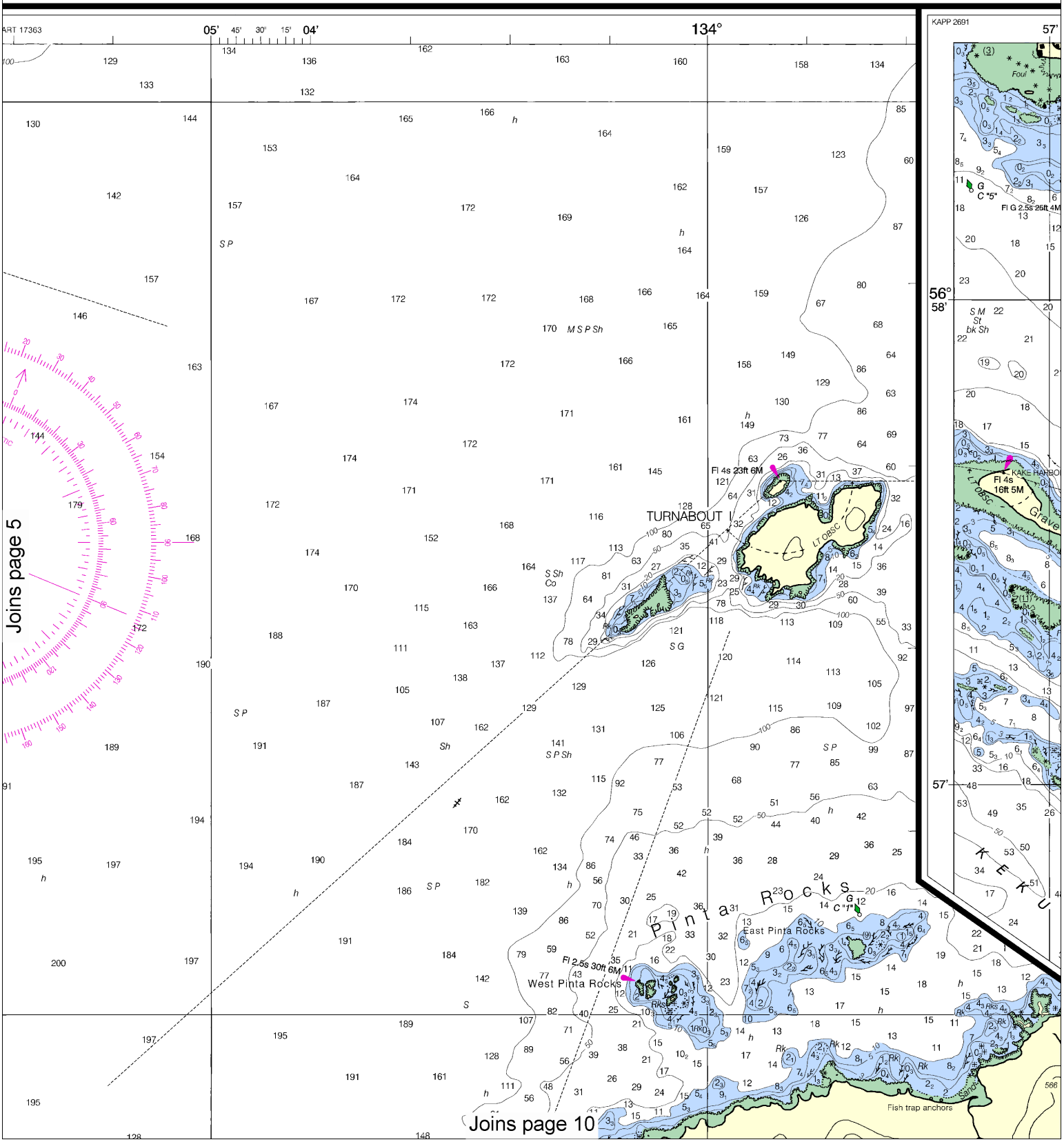
See Note on page 5.

1st Ed., Aug. 1976 KAPP 2687



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

1st Ed., Aug. 1976 KAPP 2687



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

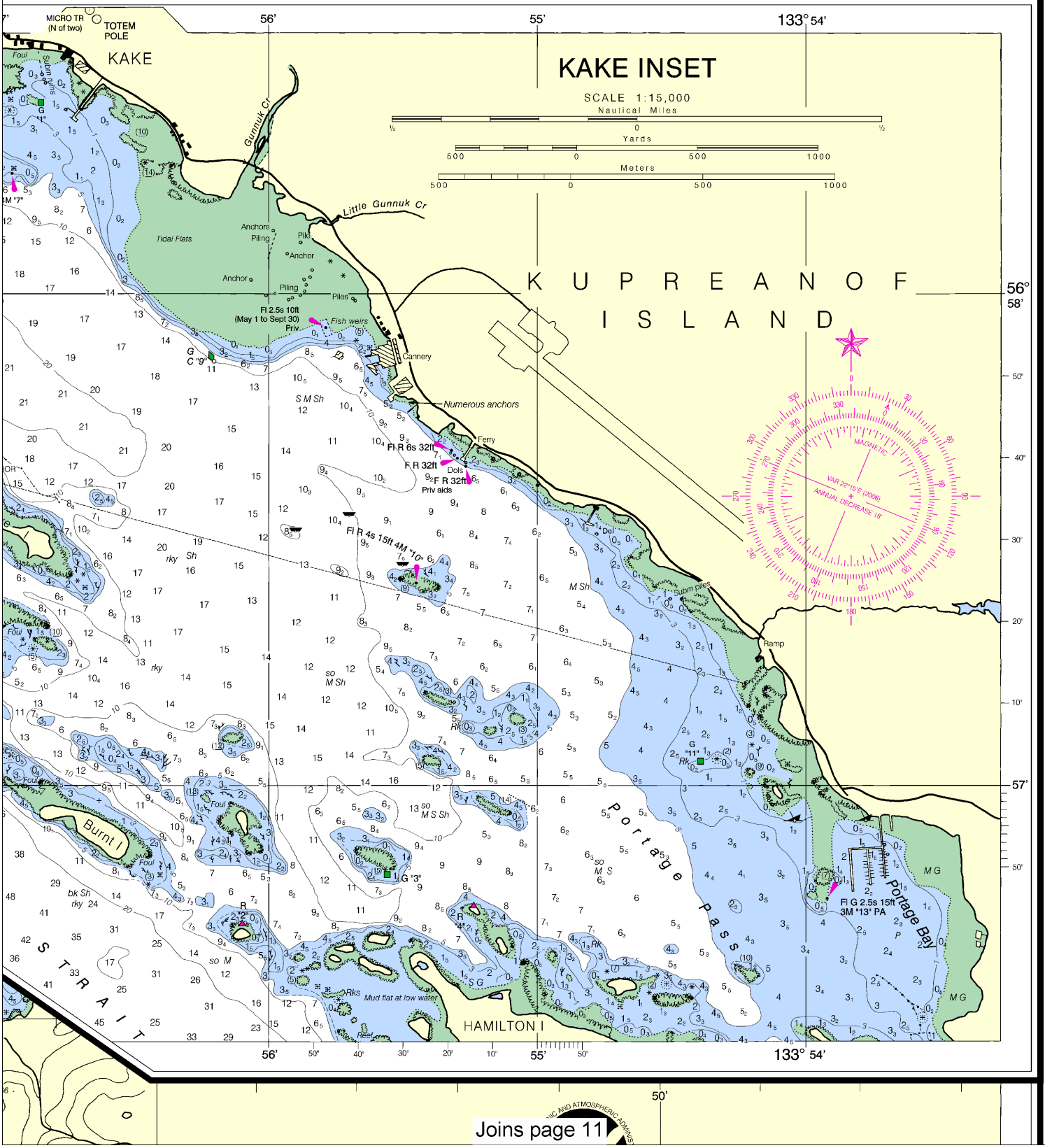
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

SOUNDINGS IN FATHOMS

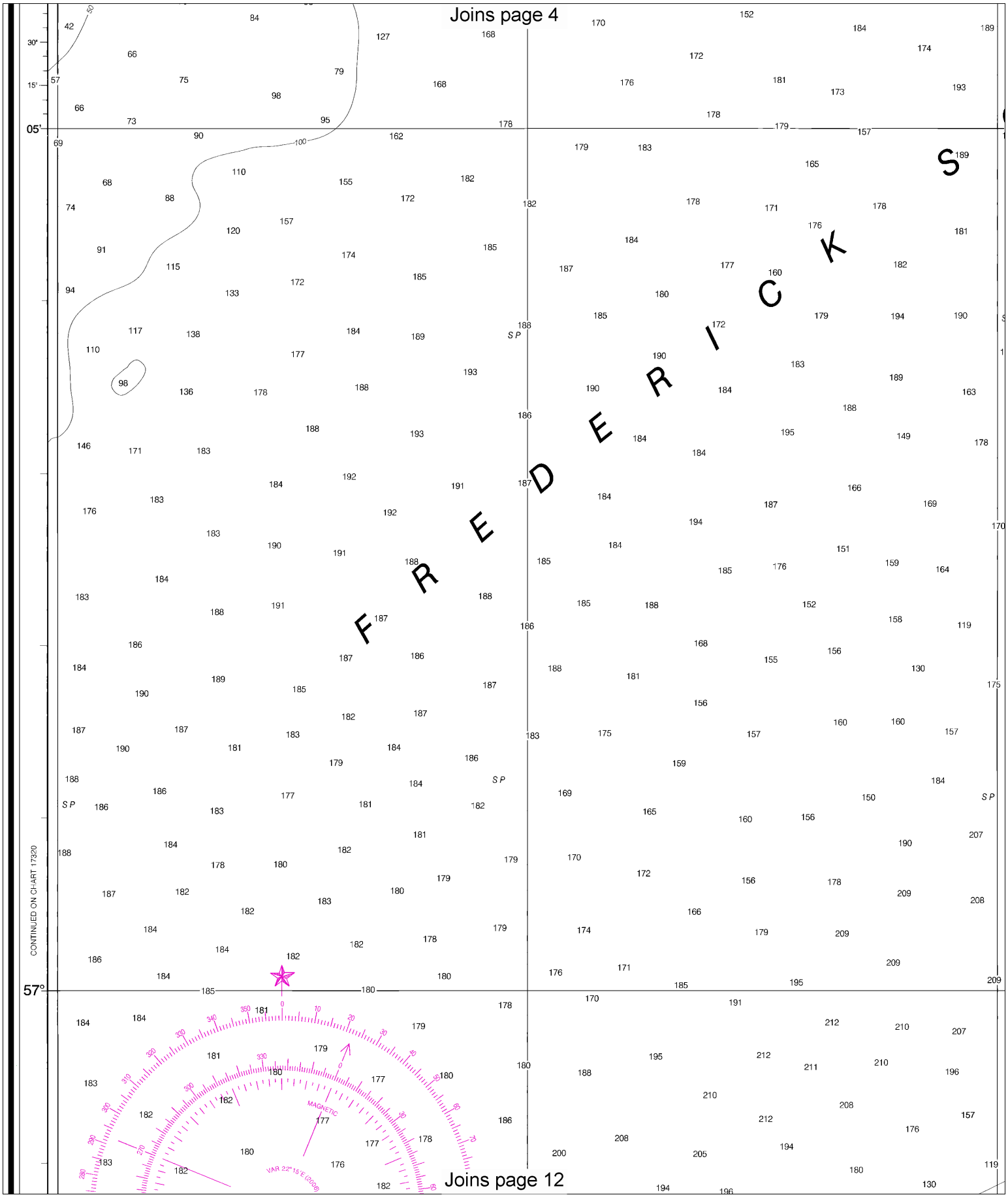
(FATHOMS AND FEET TO 11 FATHOMS)

17368



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



8

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Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

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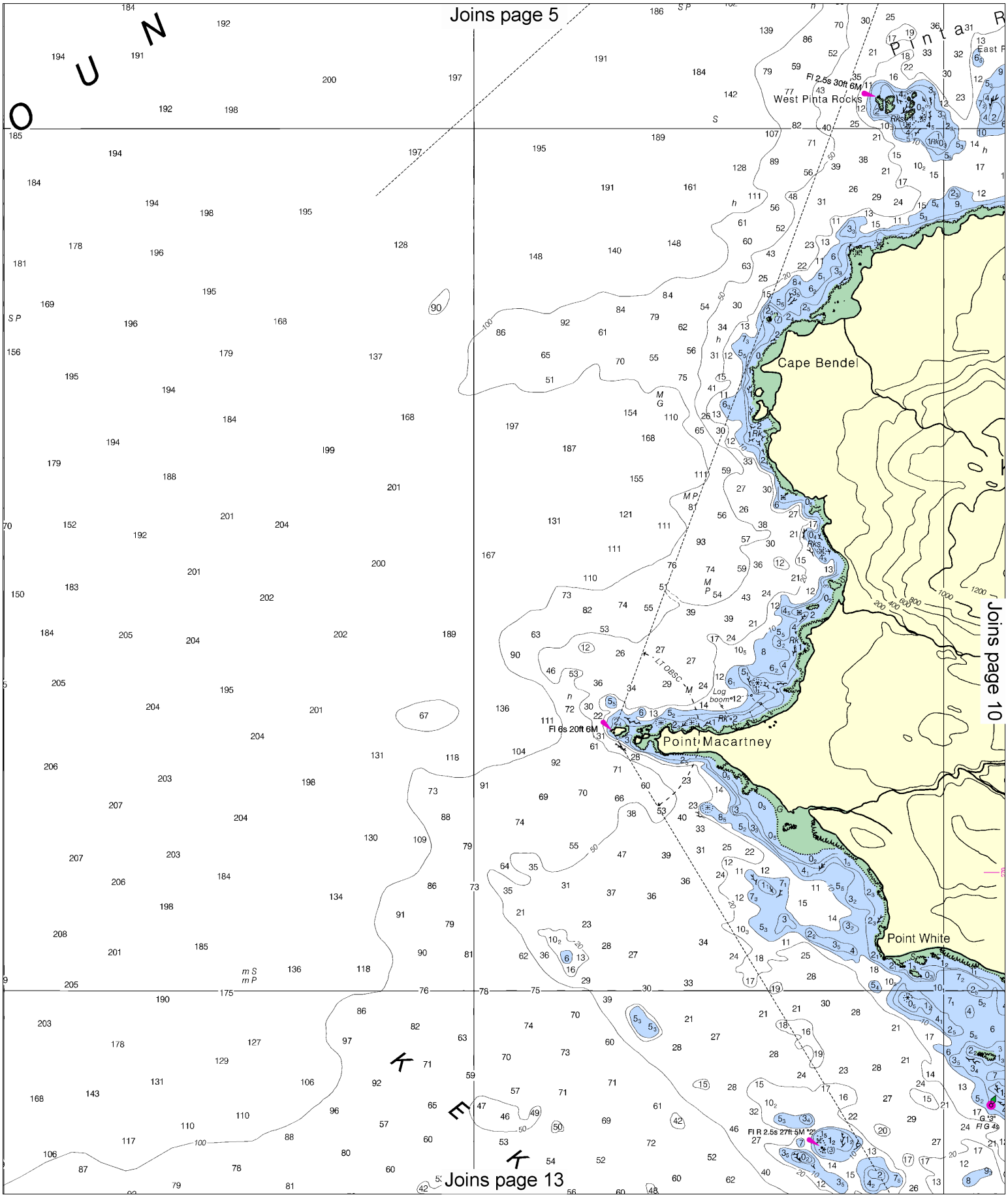
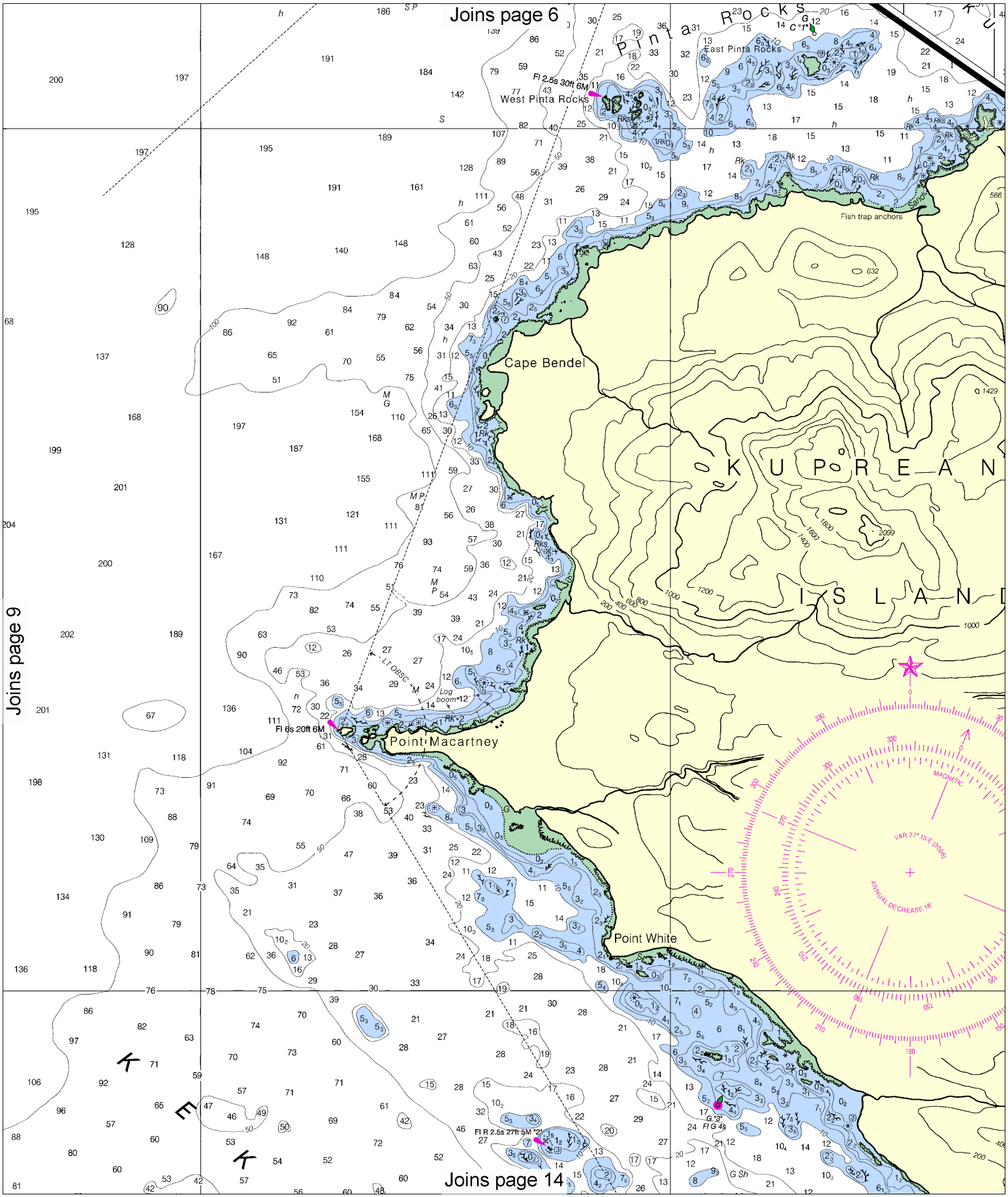

Joins page 5
Joins page 10
Joins page 13
Cape Bendel
Point Macartney
Point White
West Pinta Rocks
Fl 2.5s 30ft 6M
Fl 6s 20ft 6M
Fl R 2.5s 27ft 5M
LT OBSC
Log boom
Pinta
East P
O U N
K E K



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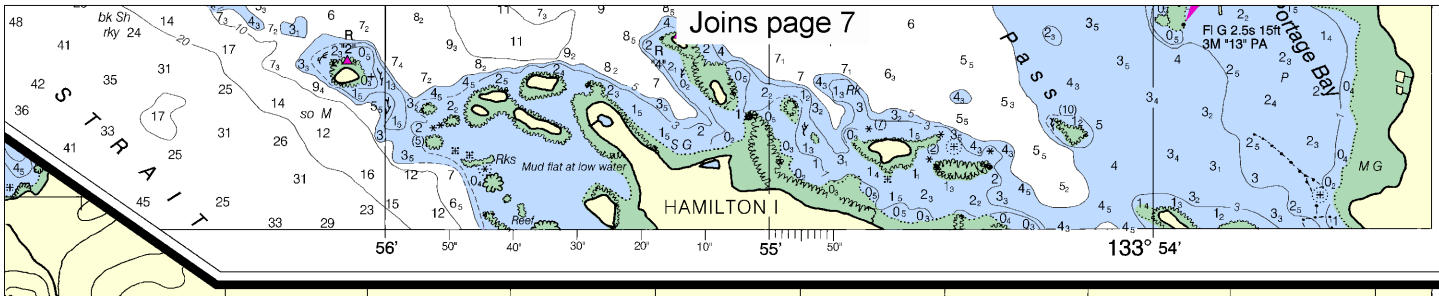

50'

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA - SOUTHEAST COAST

FREDERICK SOUND

KEKU STRAIT NORTHERN PART

INCLUDING

SAGINAW AND SECURITY BAYS AND PORT CAMDEN

Mercator Projection
Scale 1:40,000 at Lat 56° 54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
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(Jun 2006)

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The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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Sitka, AK	WXJ-80	162.550 MHz

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

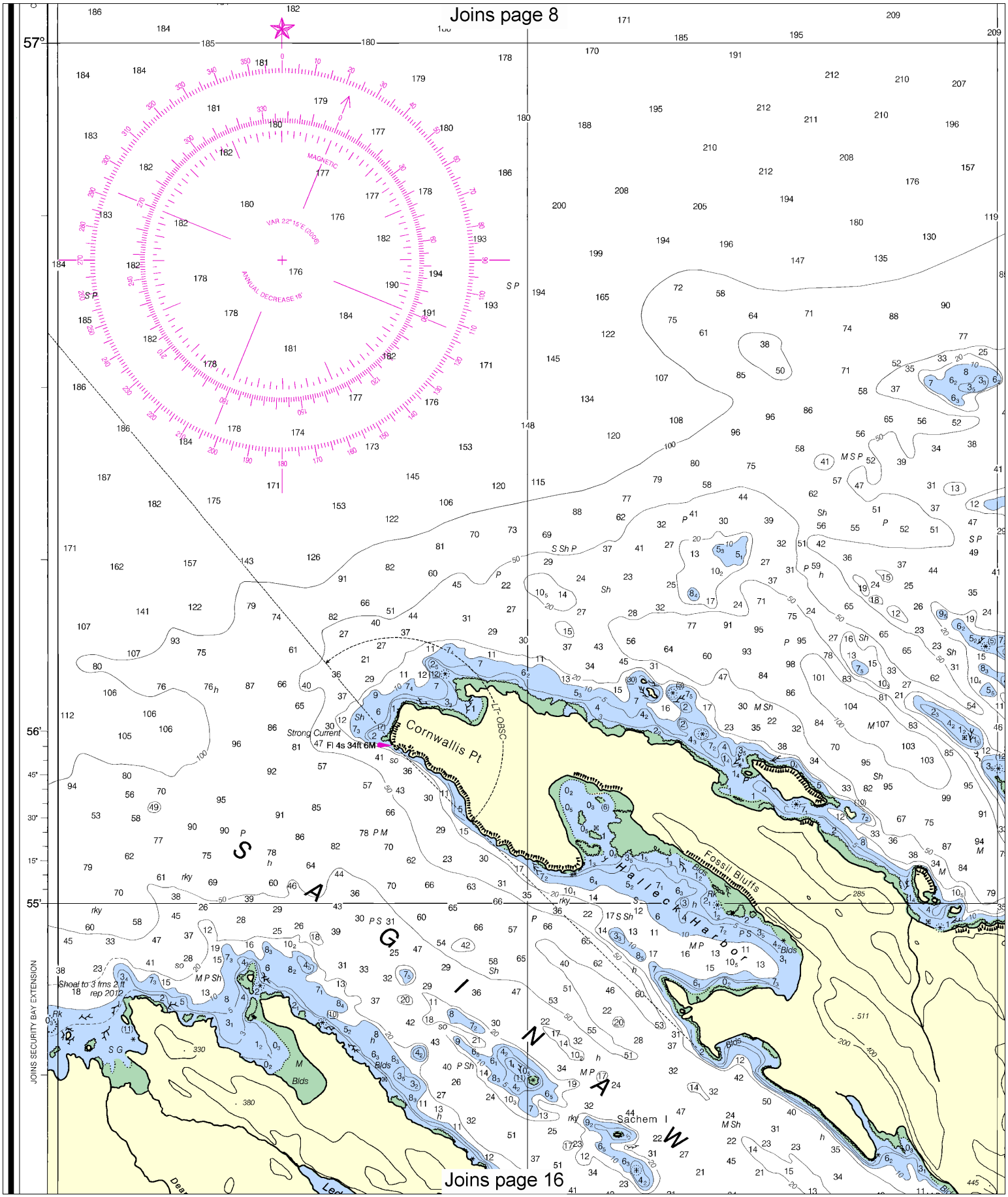
Meters: 1000 0 1000 2000 3000 4000 5000

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

Joins page 15

02'
45"
30"
15"
01'
57°



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

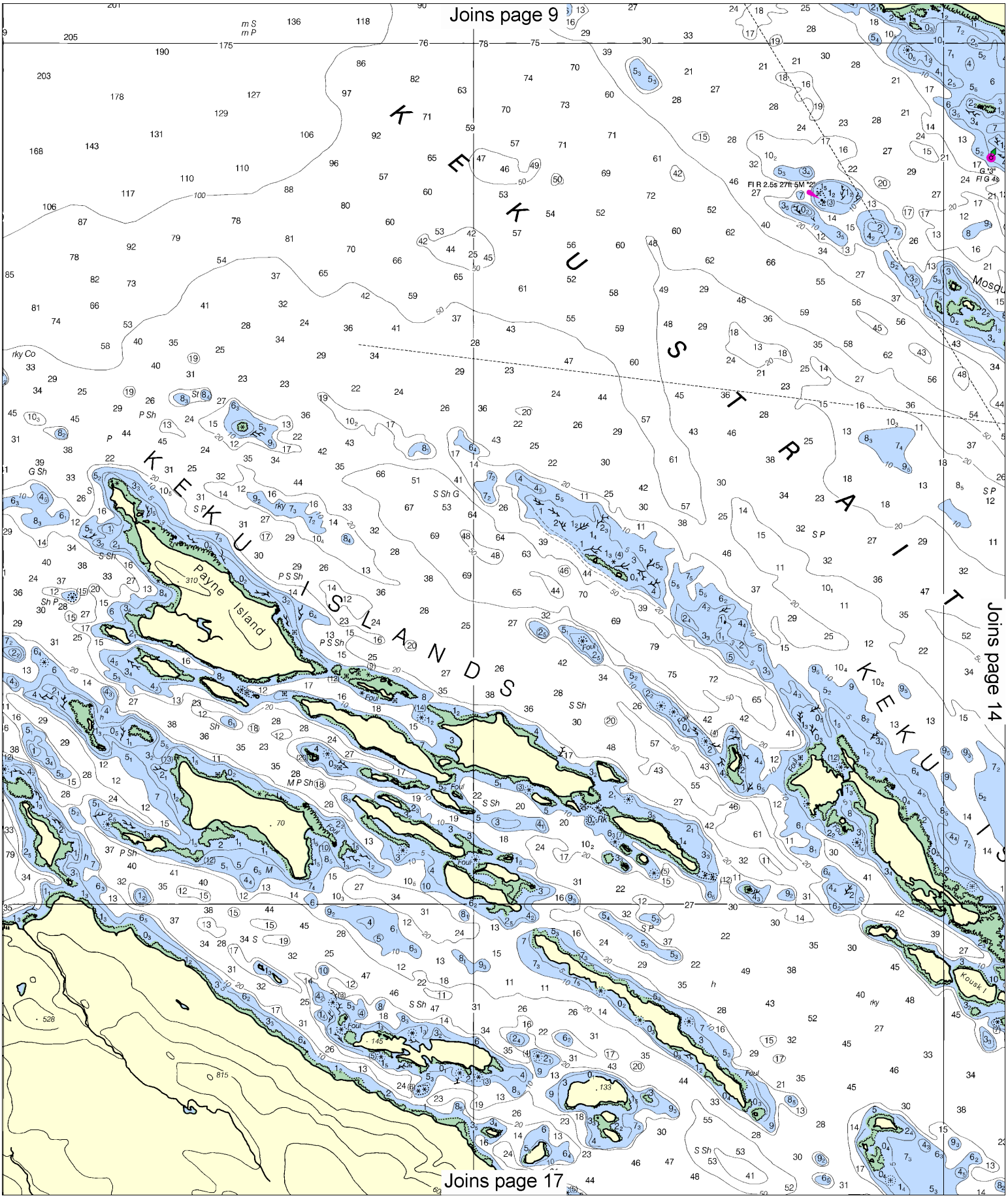
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.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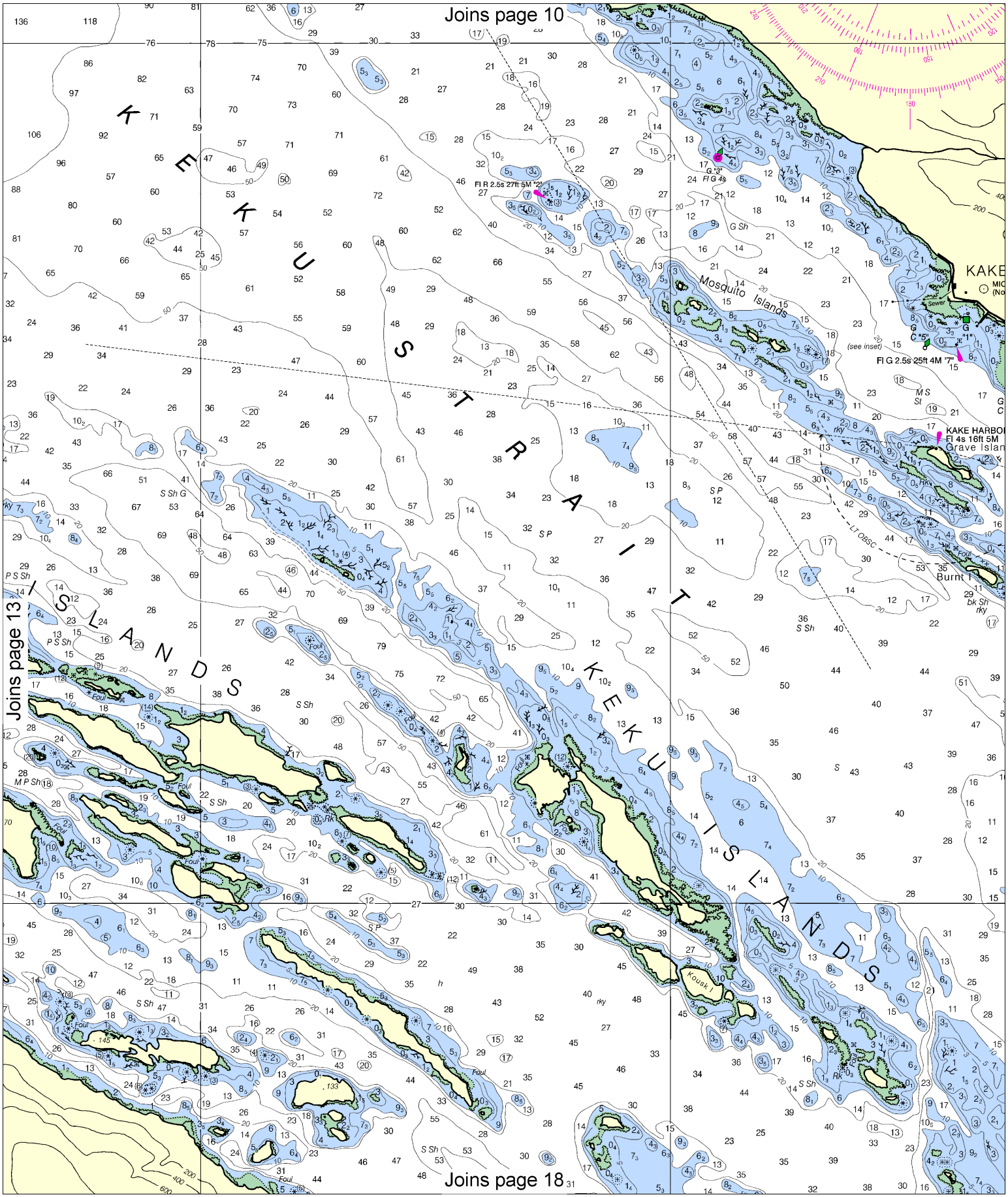
KEKUSTRAIT
KEKU ISLANDS
Payne Island
Joins page 14
Joins page 17
Fl R 2.5s 27ft 5M
Fl G 4s
Mosqu
Kousk I



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

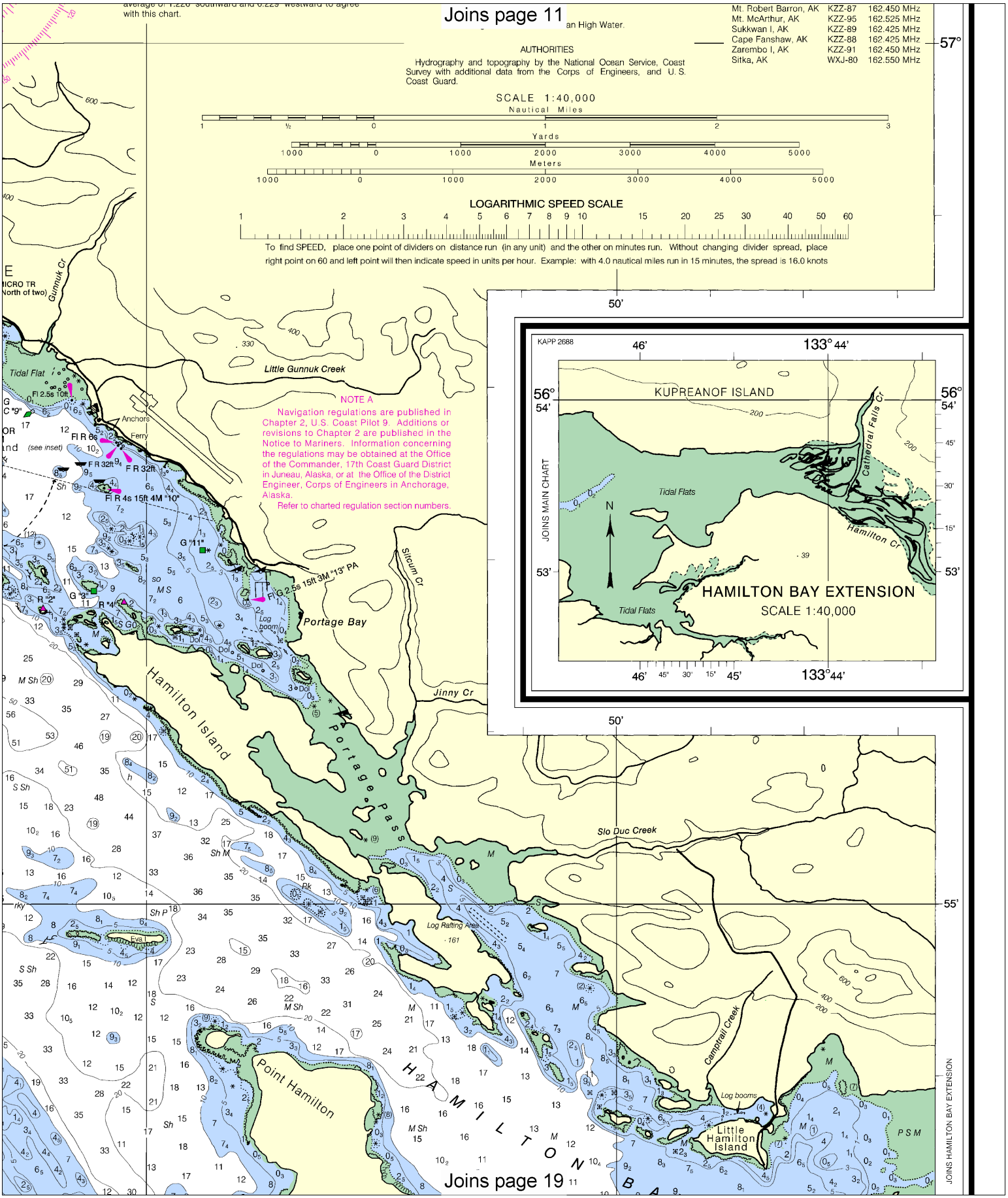
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.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with this chart.
an High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, and U.S. Coast Guard.
Mt. Robert Barron, AK KZZ-87 162.450 MHz
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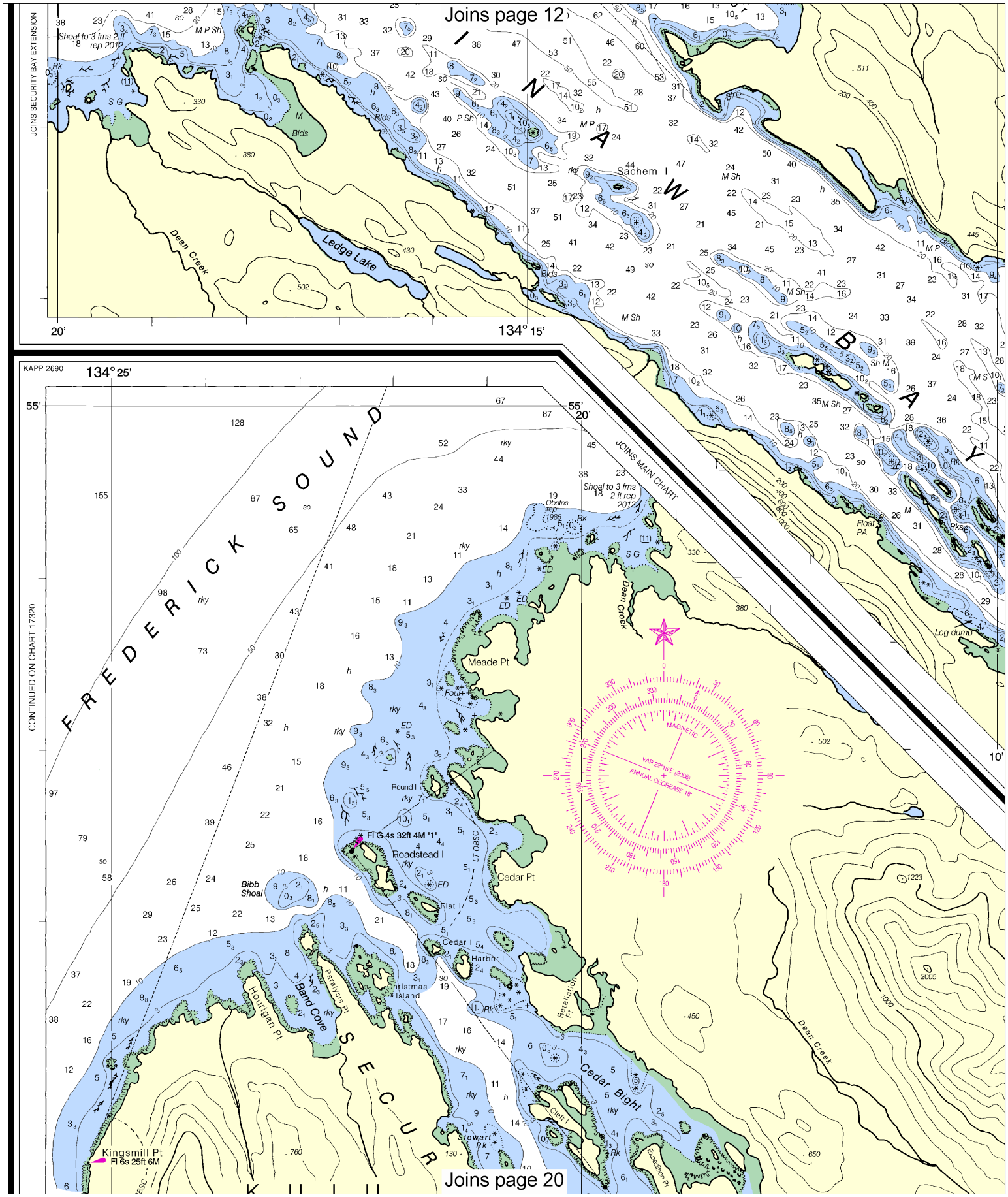
Sukkwan I, AK KZZ-89 162.425 MHz
Cape Fanshaw, AK KZZ-88 162.425 MHz
Zarembo I, AK KZZ-91 162.450 MHz
Sitka, AK WXJ-80 162.550 MHz
57°
SCALE 1:40,000
Nautical Miles
Yards
Meters
LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots
50'
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.
KAPP 2688
46'
133° 44'
56° 54'
KUPREANOF ISLAND
JOINS MAIN CHART
Cathedral Falls Cr.
Tidal Flats
Hamilton Cr
HAMILTON BAY EXTENSION
SCALE 1:40,000
53'
45'
30'
15'
Little Gunnuk Creek
Gunnuk Cr
Tidal Flat
Anchors
Ferry
(see inset)
Slicum Cr
Portage Bay
Jinny Cr
Hamilton Island
Portage Pass
Slo Duc Creek
Log Rafting Area
Campbell Creek
Log booms
Point Hamilton
HAMILTON BAY
Little Hamilton Island
JOINS HAMILTON BAY EXTENSION
Joins page 19



16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

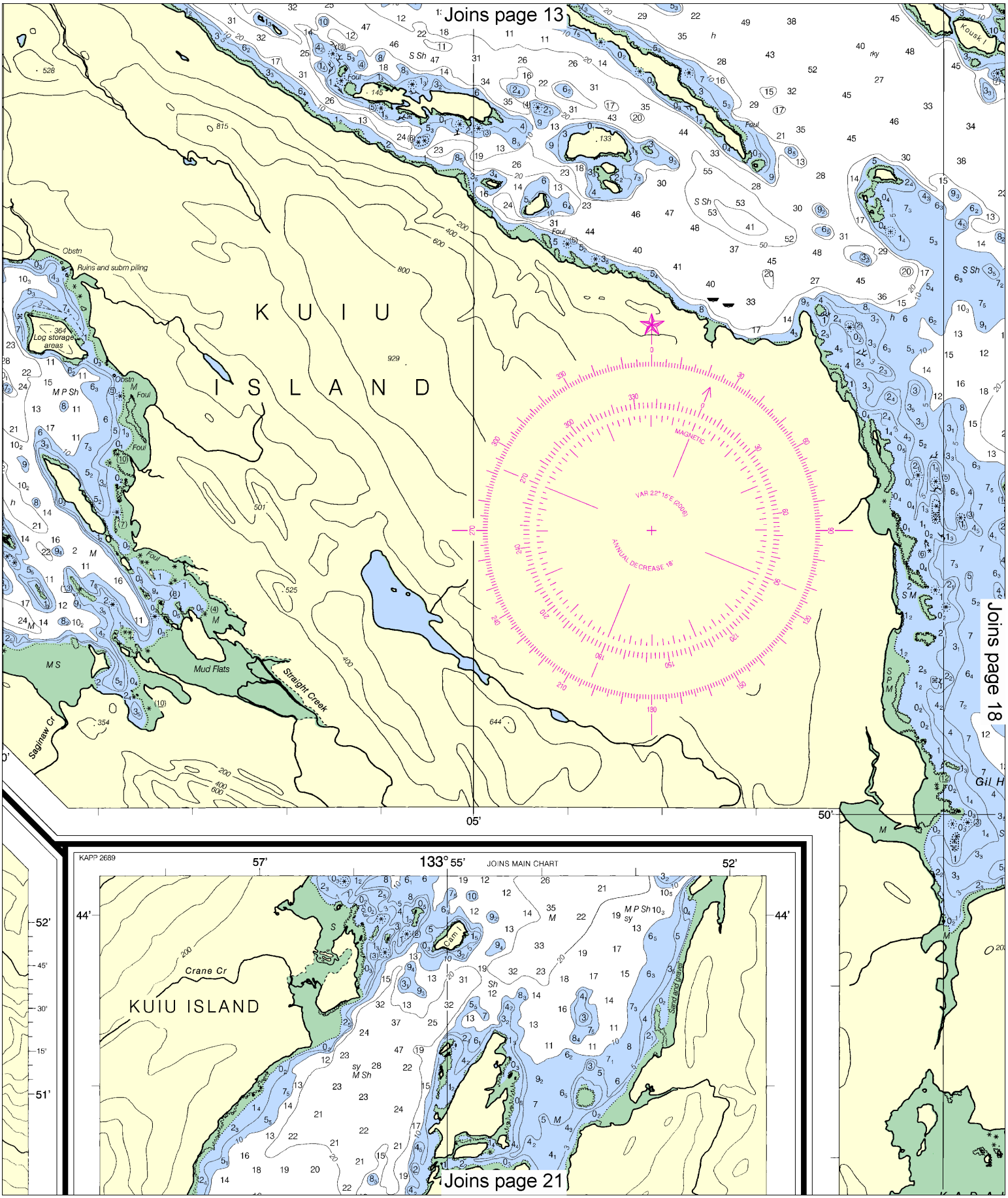
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.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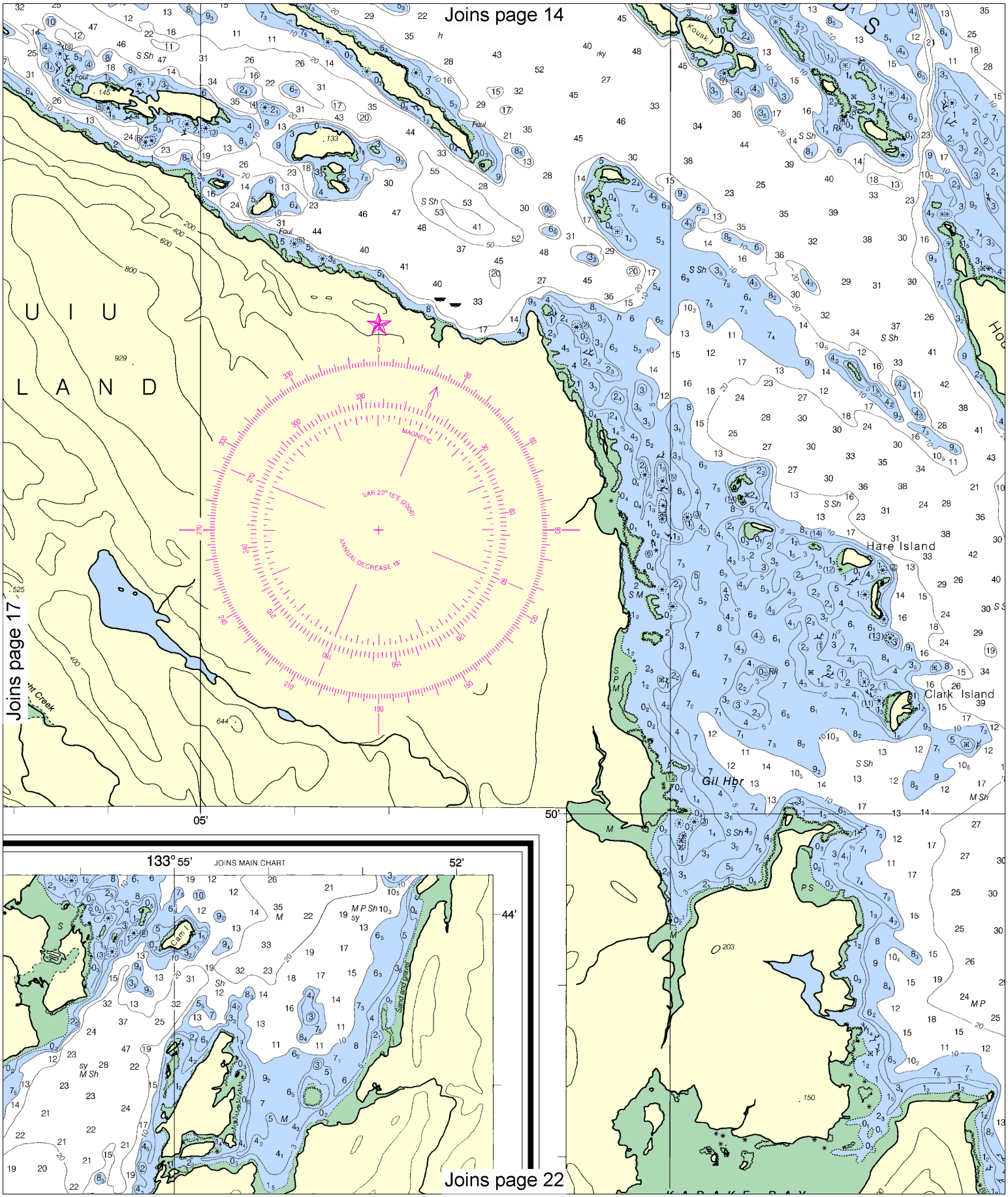
KUIU ISLAND
Obstn
Ruins and subm piling
Log storage areas
Obstn
Foul
Mud Flats
Straight Creek
Saghaw Cr
Joins page 18
05'
50'
KAPP 2689
57'
133° 55'
JOINS MAIN CHART
52'
44'
Crane Cr
KUIU ISLAND
Joins page 21



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

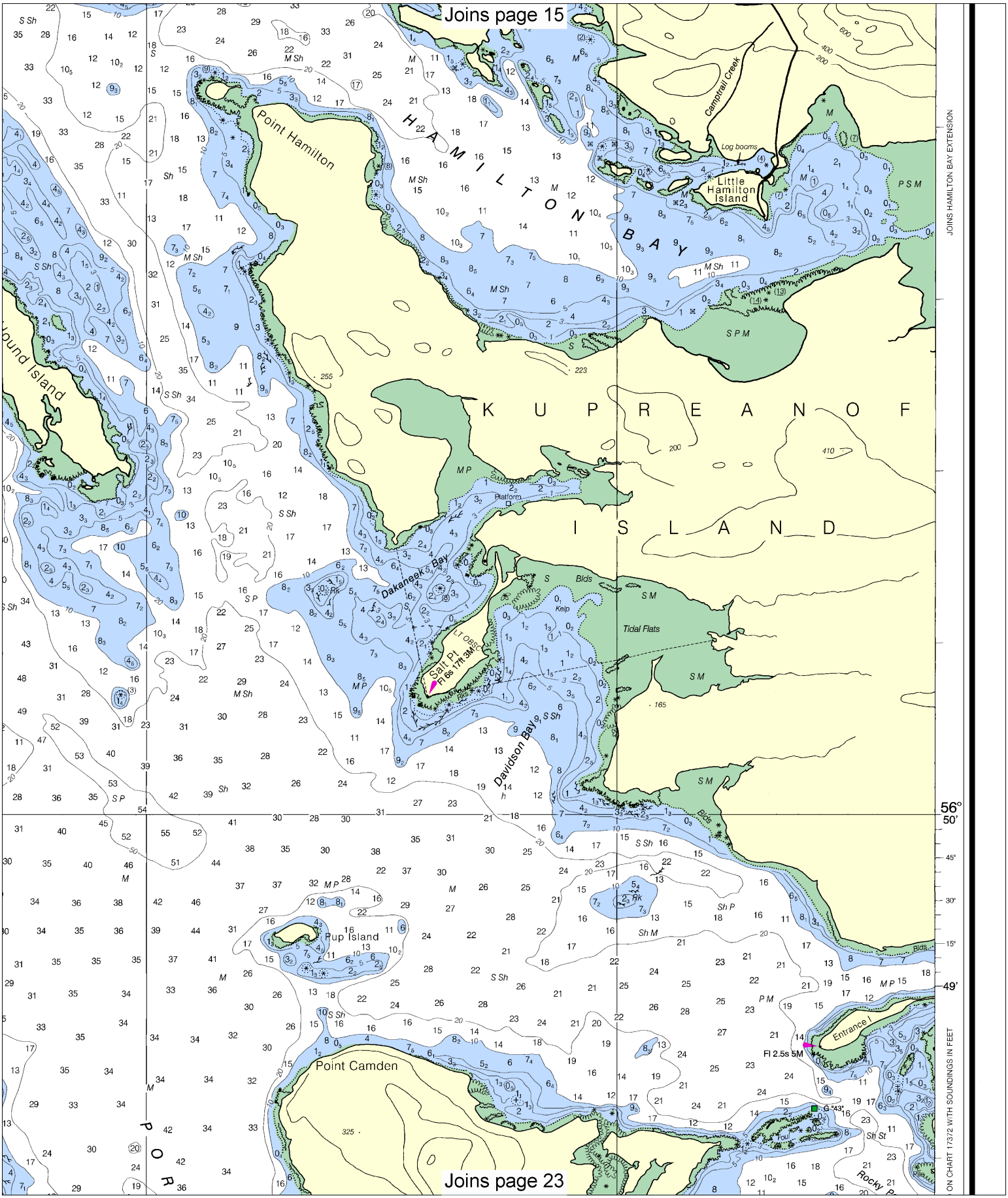
Nautical Miles

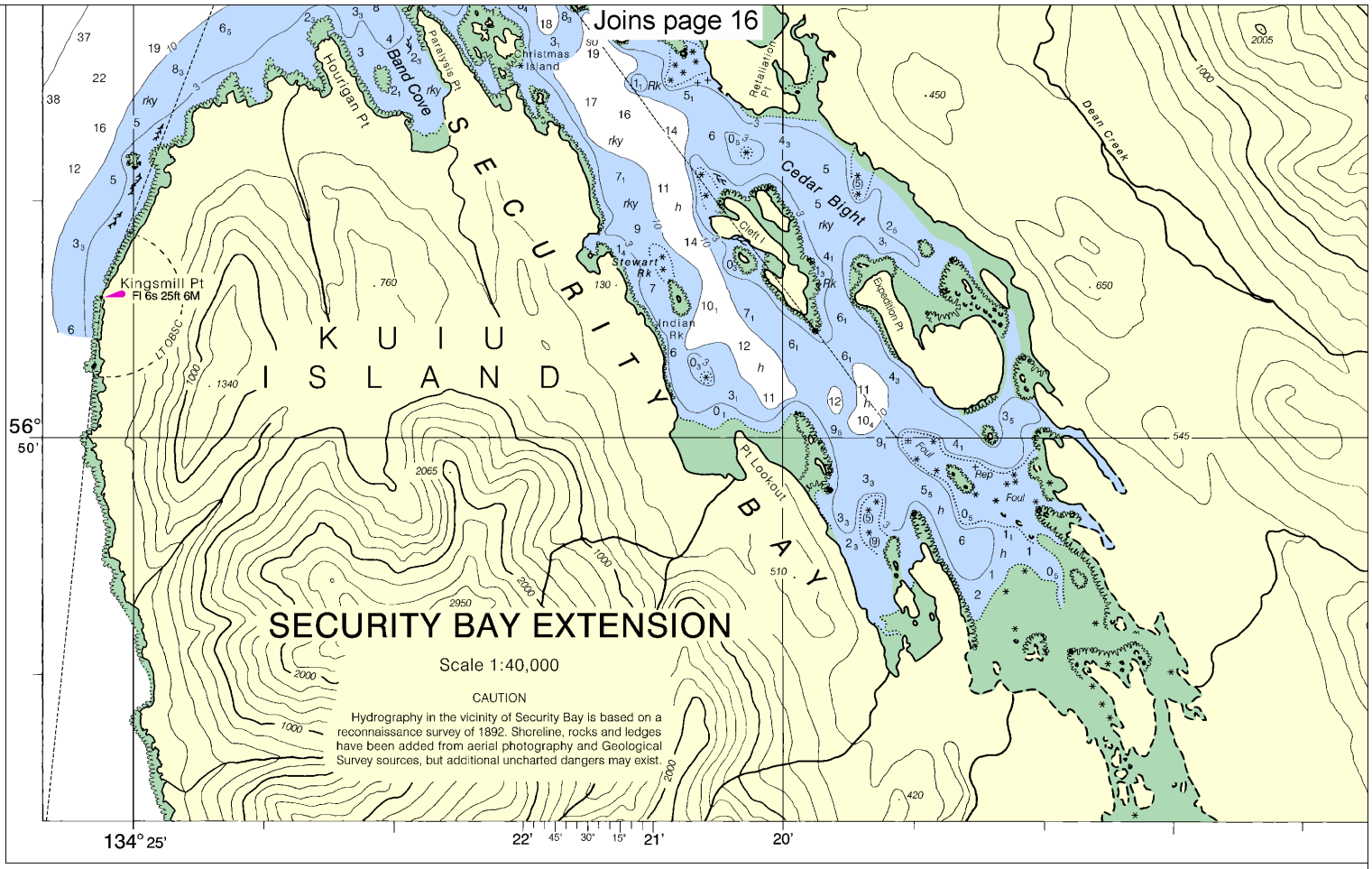
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 15
HAMILTON BAY
Point Hamilton
Campbell Creek
Log booms
Little Hamilton Island
KUPREANOF ISLAND
Dakaneek Bay
Salt Pt
Fl 6s 17ft 3M
Davidson Bay
Tidal Flats
Kelp
Platform
Pup Island
Point Camden
Entrance I
Fl 2.5s 5M
Joins page 23
JOINS HAMILTON BAY EXTENSION
ON CHART 17372 WITH SOUNDINGS IN FEET
56° 50'
49'



WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

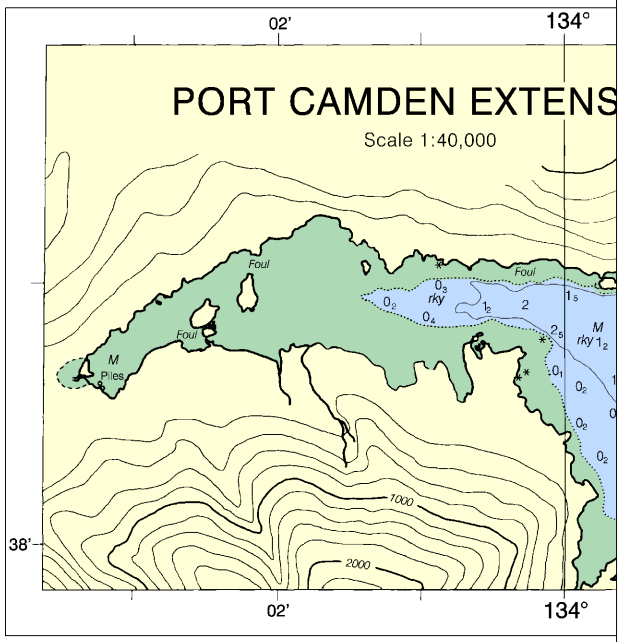
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																



7th Ed., Aug. / 06 ■
17368

Corrected through NM Aug. 26/06
Corrected through LNM Aug. 22/06

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDING
(FATHOMS AN

Note: Chart grid lines are aligned with true north.

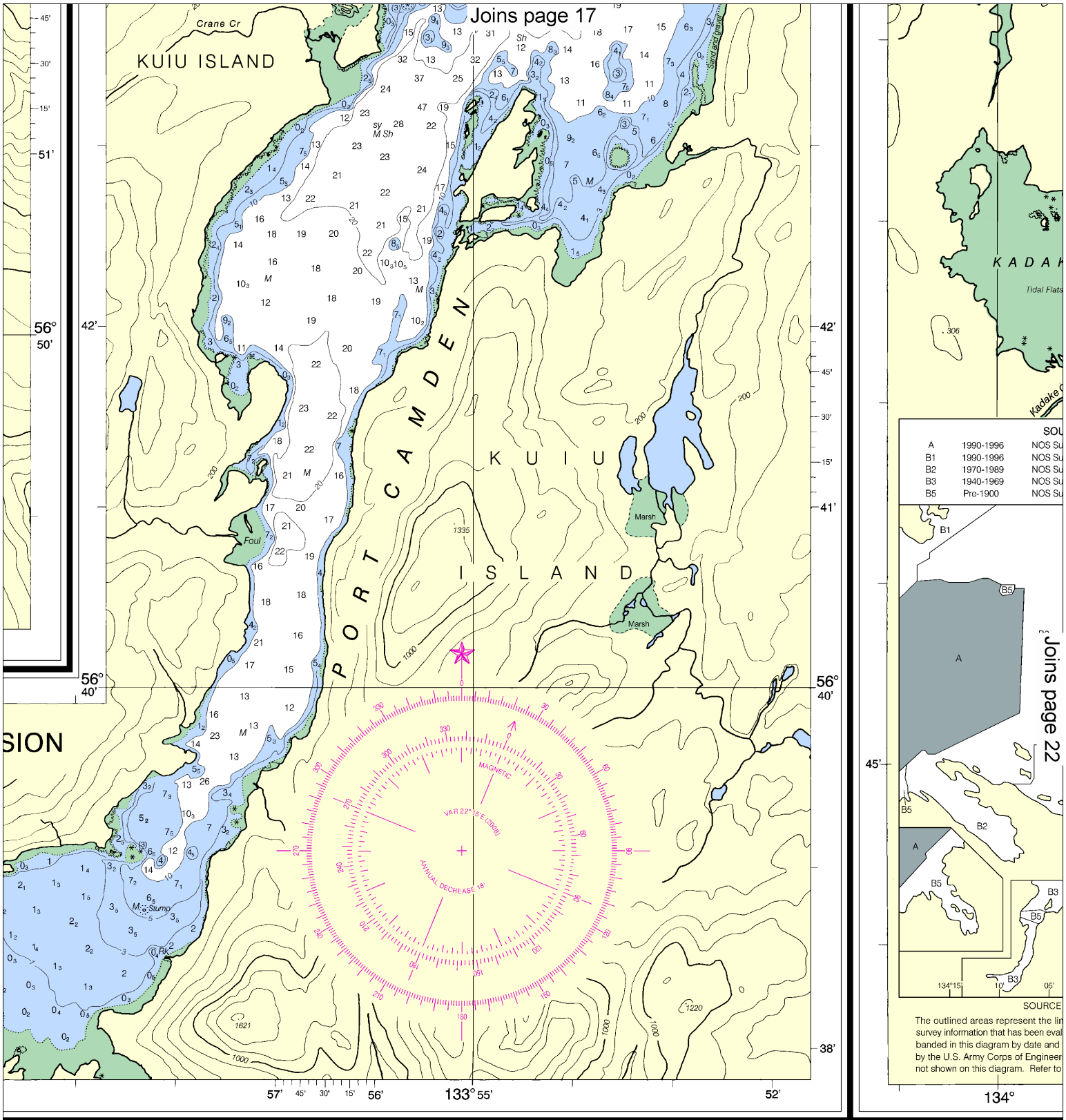
Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



GS IN FATHOMS

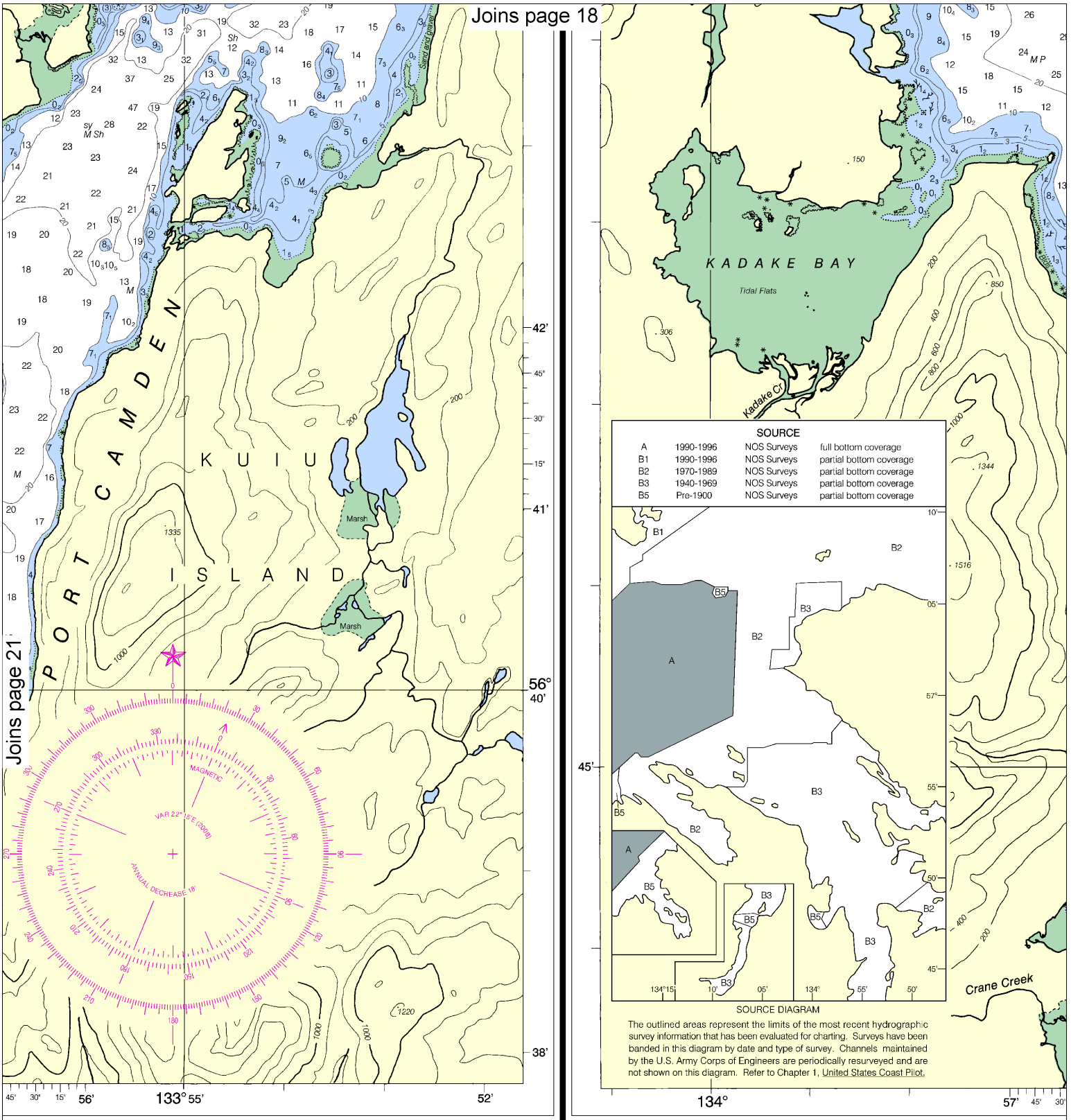
ND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

1 ½ 1000 1000

Joins page 18

Joins page 21



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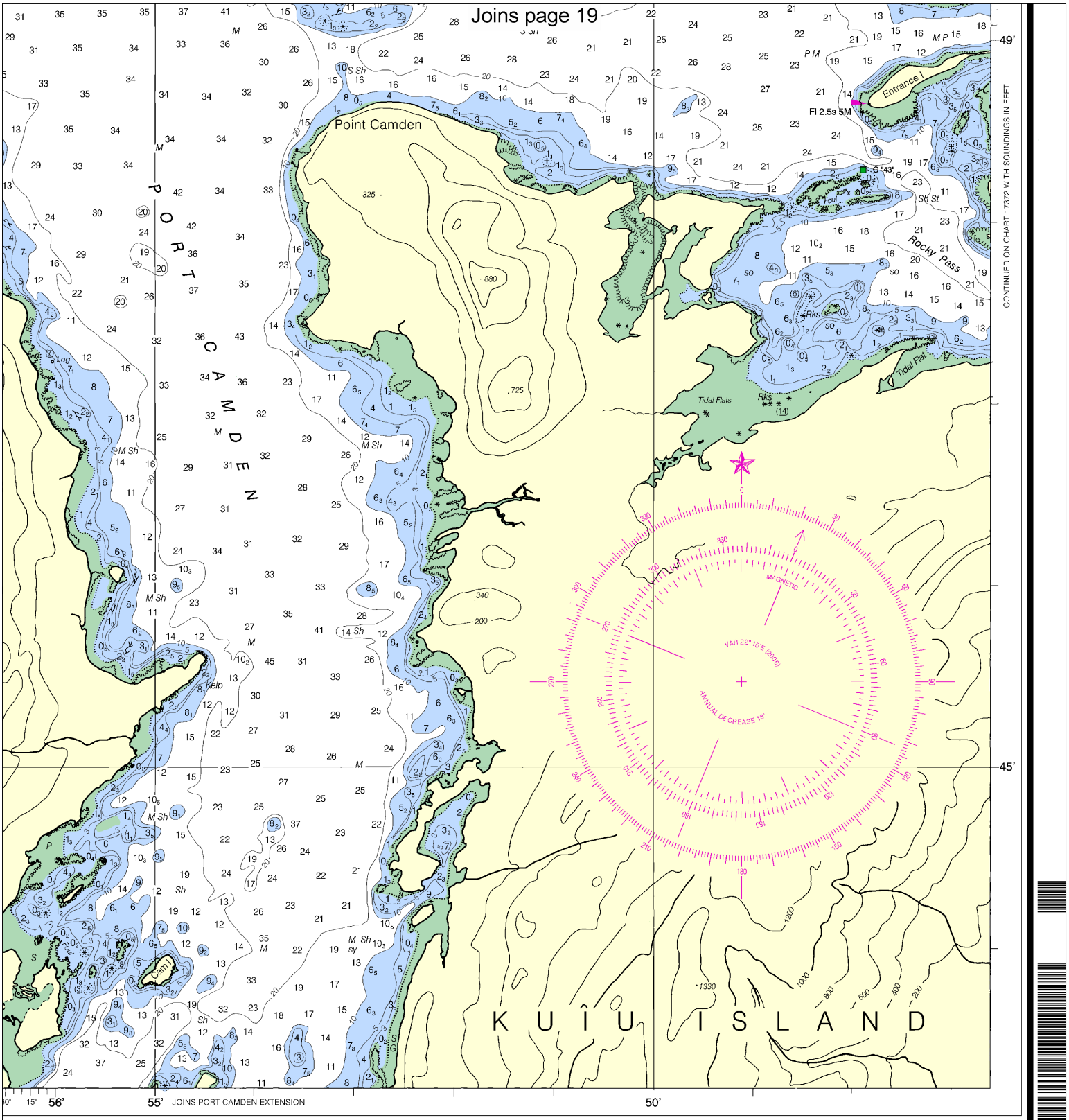
NATIONAL OCEAN SERVICE
COAST SURVEY

SCALE 1:40,0
Nautical Miles
Yards
Meters

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles Yards

See Note on page 5.



Frederick Sound and Keku Strait

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17368

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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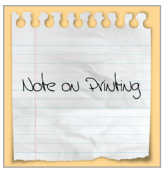

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